/

1953 File No. MTC 1853

C CLASS P&W DEPARTMENT C. BRANCH

Subject:— Extension of S T Services in Kanara and Dharwar Dists.

\

P 69/(E) II C[K]

File No. MTC 1853

Std. Sectt. 78A o.

G.R., G D., No. 2408, dated 22-6-22.]

Correspondence

DOCKET SHEET (B)

Subject :—

File No._____

_____DEPT.

_____BRANCH.

References :—

Date.	To whom sent.	Notes and instructions.

Load restrictions as at present on the routes in the Hubli Sector and Ranebennur Sector.

S. No.	Road Karwar-Hubli Pocket	PWD/DLB concerned.	Restrictions as at present.	Proposed relaxation to R.L.W.
A.				
1.	Karwar-Bellary.	(1)Ex.Engineer, Karwar. (2) Ex. Engr. Dharwar.	4½ tons upto M/s 74/5 from Karwar. 14500 lbs. from M/S 74/5/ upto 165/1	15,500 lbs "
2.	Wharf Rd.Karwar.	(2) Ex.Engr. Karwar	4½ tons 10080	"
3.	Karwar-Kodibag Rd.	(3) Ex.Engr. Karwar	4½ Tons	"
4.	Dharwar-Kalghatgi.	(4)D.L.B. Dharwar.	12,500 lbs.	"
5.	Karwar-Ankola	(5) Ex.Engr. Karwar.	4½ tons	"
(B)	Hubli-Sirsi-Haveri Poeket.			
6.7.	Haliyal-Kalghatgi	D.F.O.,DWR/BJP Dn.Dharwar	12,500	15,500 R.L.W.
6.	Kumta-Hubli Rd.	(1)Ex.Engr. Karwar Ex.Engr. Dharwar →	4½ tons from M/s 38-0 upto 71/4 M/S 71/4 to 87/3	15,500 lbs
B.	Hubli-Sirsi-Haveri Pocket.			
1.	Gadag-Pala Road.	(1) Ex.Engr. Dharwar	14,500 lbs.	~~15~~15,500 R.L.W
	Havanur-Ekkambi Rd.	Ex.Engr. Dharwar	14,500 lbs	"
3.	Karajgi-Rly .Stn. via. Devagiri Village.	" "	14,500 lbs	"
4.	Dharwar-Gondi.	D.L.B. Dharwar.	12,500 lbs.	"
5.	Samasgi-Harihar upto Tillavalli only.	D.L.B.Dharwar	12,500 lbs.	"
6.	Hosritti-Junction on Ekkambi-Havanur Road.	D.L.B.Dharwar.	12,500 lbs.	"
7. 8. 9.	Yellapur-Sirsi) Sirsi-Shimoga) Yellapur-Bankapur)	P.W.D.Kanara	10080 lbs.	15,500 lbs.
C.	Ranebennur Sector.			
1.	Samasgi-Harihar via. Kod and Havasabhavi.	D.L.B.Dharwar.	12,500 lbs	"

P.T.O...

S. No.	Road.	PWD/DLB concerned	Restrictions as at present	Proposed relaxation to R.L.W.
C.	contd:			
2.	Mundargi-Masur road (from Ranebennur to Masur only).	D.L.B. Dharwar	12,500 lbs	15,500 lbs.
3.	Motibennur-Havasabhavi via. Byadgi.	D.L.B. Dharwar	12,500 lbs.	
4.	Hirekerur-Havasabhavi.	D.L.B. Dharwar	12,500 lbs.	"
5.	Hirekerur-Shiralkoppa.	D.L.B. Dharwar.	12,500 lbs.	"

JNK/6.5.
Typed by:-

5

EXPRESS LETTER.

No: G-81/1

Office of the Executive Engineer, Dharwar Division, Dharwar, 27th March, 1952.

To

The District Magistrate,Dharwar,

DHARWAR

Sub:- Extension of the tate Transport Services in the Dharwar District.

Reference:- Superintending Engineer,S.C.'s letter No:.G. 81, dated 25.3.1952.

2. The laden weight limitof vehicles may be increased from 14500 lbs. to 15500 lb., for the below mentioned roads in Dharwar District.

i) Karwar Bellary Roa (mile 74/5 to 165/1).
ii) Kumta Hubli Road (Mile 78/o to 87/3).
iii) Gadag Pala Road (Mle 0/0 to 67/3)..
iv) Havanur Ekkambi Rad (mile 0/0 to 56/5).
v) Karajgi Railway Sation -Devagiri Road(M.3/2 to 7/4/).

Subject to the following restrictions -

(i) The vehicles shall ot be driven with a speed more than 10 Miles per hour on the below mentioned cross drainage works and a distance of 00' beyond the abutments on either side.

(a) Karaigi Railway Station -Devagiri Road.

(i) Bridge No. 7 i mile 4/4.
(ii) Drain No. 15 i mile 7/1.

(b) Havanur Ekkambi Road.

(i) Causeway No. 9 in M. 13/7.
(ii) Causeway No: 6 in mile 17/2.
(iii) Causeway No: 8 in mile 29/4.
(iv) Wooden bridge 82 in mile 34/2.
(v) Bridge No:86 in mile 34/8.
(vi) Timber topped No: 139 mile 52/4. * culvert
(vii) ------do---- No: 140 mile 52/7
(viii) Bridge No: 143 - in mile 54/5.

(c) Gadag Pala Road.

(i) Bridge No: 13 in mile 34/5
(ii) Bridge No: 48 in mile 45/1.
(iii) Iron Girder Bridge No: 61 in mile 48/8.
(iv) Malligar Bridge No: 94 in mile 58/6.
(v) B Drain No: 126 in mile 66/8.

(d) Kumta Hubli Road.

(i) Drain No: 483 in mile 78Ø5
(ii) ---do--No: 485 in mile 78/6
(iii) Bridge No: 496 in mile 80/5.
(iv) Bridge No: 505 in mile 81/5.

P.T.O...

7

(e) Karwar Bellary Road:(Sect.Sangtikop to Hubli).

(i) Bridge No: 39 in mile 82/6.
(ii) Bridge No: 43 in mile 83/6.
(iii) Bridge No: 67 in mile 87/8.
(iv) Bridge No:70 in mile 88/5.
(v) Bridge No: 90 in mile 92/2.
(vi) Bridge No: 116 in mile 95/3.
(vii) Bridge No: 129 in mile No: 98/8.
(viii) Bridge No: 150 in mile 101/6.

(f) Karwar Bellary Road: (Section Hubli to Gadag).

(i) Bridge No:-162 in file 104/8.
(ii) Culvert No: 167 in mile 107/2.
(iii) Bridge No: 173 in mile 111/5.
(iv) Bridge No: 175 in mile 112/4.
(v) Culvert No: 180 in mile 114/8.
(vi) Bridge No: 181 in mile 115/5.
(vii) Bridge No: 194 in mile 121/4.
(viii) Culvert No: 214 in mile 130/8.
(ix) Bridge No: 217 in mile 131/# 2
(x) Bridge No: 219 in mile 131/4.
(xi) Culvert No: 222 in mile 133/1.

(g) Karwar Bellary Road:(Section Gadag to Hesrur).

(i) Bridge No: 244 in mile 139/1.
(ii) Bridge No: 261 in mile 144/1.
(iii) Bridge No: 272 A in mile 148/3.

3. A copy of Superintending Engineer, S.C's letter in question is attached herewith.

Encl:-
1 copy of letter.

sd/-
Executive Engineer,
Dharwar Division.

Copy f.w.cs. to:-

1) The Dy.G.M.(Tr.) S.T.Central Offices, 80/81,Annie Besant Road, Worli,Bombay 18.

2) The Superintending Engineer, S.C., Belgaum.

3) The Superintending Engineer, State Transport Central Offices, 80/81,Annie Besant Road, Worli, Bombay 18

for information.

JNK/6.5.
Copy/compd by:-

9

No:ST/SEW/RDBG/4/8/7.346
State Transport, Central Offices,
80/81, Annie Besant Road, Worli,
Bombay, 18 24 MAY 1952.

From:

The General Manager,
Bombay State Road Transport Corporation,
BOMBAY.

To

The Secretary to the Government of Bombay,
Public Works Department,
Secretariat, Bombay.

Sub:- Extension of State Transport Services in Kanara and Dharwar Districts - Strengthening of cross drainage works.

Sir,

The Bombay State Road Transport Corporation has very recently extended its passenger transport services to Kanara and Western and Southern parts of Dharwar Districts. The progress of expansion in this region is however very slow due to the laden weight restrictions imposed by the District Magistrates on important roads. The difficulties in this respect have been further enhanced because there are speed limit restrictions also on some of the cross drainage works which are considered to be somewhat weak on these roads. The P.W.D. Authorities of these districts have held that the roads in these two districts were primarily designed and meant for light vehicular traffic, and hence they are not strong enough to bear heavy traffic loads of the present days.

2. Though Government have, at the request of this corporation raised the laden weight limit to 17,000 lbs on roads in Deccan and Karnatak regions, vide Government's Notification P.W.D's No: 3447/48/C(ii) dated 5.12.50 as a general relaxation, this has not resulted in any appreciable relief to this organisation as far as these two districts are concerned for reasons explained above. Government has, no doubt, once again notified that the laden weight limits on roads in Kanara and Dharwar Districts would be 17,000 lbs, vide Home Department's Notification No: 8413/5/E dated 19.4.52. These Government Notifications can however have very little effect unless the weak cross drainage works on important roads in these districts are improved thus enabling District Officers to permit use of vehicles having R.L.W. of 17,000 lbs on these roads.

3. We had recently forwarded to the Superintending Engineer, P.W.D. Southern Circle, and the District Local Board Dharwar a list of routes in these two districts, on which the Corporation desired to run its buses (Copy of the list enclosed). The entire position as stated above was also explained to them and it was requested that the laden weight limit on the roads concerned may be increased to 15,500 lbs if not to 17,000 lbs. It is gratifying that the Authorities concerned have relaxed the load restrictions as requested by us, though not to 17,000 lbs, in view of the condition of roads and cross drainage works. The President, District Local Board, Dharwar has stated in his reply to the Corporation that his Board can grant permission to increase the laden weight limit to 15,500 lbs, only provisionally and that the buses of laden weight

P.T.O...

of 12,500 lbs should be provided as early as possible.

I enclose a copy of letter No:G/81/1/ dated 27.3.52 from the Executive Engineer, Dharwar Division for your information. It will please be seen therefrom that besides restricting the load limit to 15,500 lbs, speed limits of 10 m.p.h. have been imposed on many cross drainage works on these important roads. In case of some of the very weak cross drainage works, the buses are required to be unloaded when passing over them. The inconvenience and hardships that would be caused to the passengers thereby can be very well imagined. The State Transport would also suffer financially on account of the increase in time taken by the vehicle to make the trip. Under these circumstances it will please be realised that the expansion of the State Transport in these two districts will be a very uneconomic proposition. It is, therefore essential to take up the improvements to the cross drainage works as well as the road surfaces in these districts immediately.

4. I am now to request you kindly to move Government to allot the necessary funds for strengthening of the weak cross drainage works and for improvements to the road surfaces in the Kanara and Dharwar District so that the roads in these districts can be brought to a standard designed to withstand the modern wheeled traffic, at least for the coming five years.

I shall be grateful if you will kindly inform me of the action Government propose to take in the matter, very early. | A

Yours faithfully,

for General Manager,
Bombay State Road Transport Corporation.

Encl-
Two copies

JNK/6.5.
compd by:-

Copy f.w.cs. to:-

i) The Superintending Engineer, Southern Circle, P.W.D. Belgaum

ii) The Executive Engineer, Kanara Division P.W.D. Karwar

iii) The Executive Engineer, Dharwar Division P.W.D. Dharwar

for information

Copy f.w.cs. to:-

i) The Deputy ~~Engi~~ General Manager (Traffic) State Transport Central Office

P. W. D.
File No. RCR 1252
Serial No. 44185

P.T.O... 5

17

RCR 1252/44185.

P.W.D.

C.

Re submitted with reference to the Secy's marginal orders at P. 9 ante.

2. A suitable draft letter to the E.E's. Kanara and Dharwar Dns is put up for apptl.

16.5.52.

B.B.
Thro: D.E (R) I.

16/5/52

16/5/52

16.5.52

Letter. 13

Immediate

No. RCR 1252-C

P.W.D.,

B.C. (B.No.1)

19 May 1952.

To

The E.E. Dharwar & ~~Kanara Div.~~
The E.E. Kanara &

Sub: Extension of State Transport Services in Kanara and Dharwar Dts — Strengthening of cross drainage works.

Ref: ~~The Letter~~ Letter No. ST/SEW/RDBG/4/8/7346, dt. the 7.5.1952 from the General Manager, Bombay State Road Transport Corporation; on the above subject, copy endorsed to you

2 It is reported that most of the existing Cross-drainage works on the Routes on which the State Transport Corporation has recently started the operations in Dharwar and

and Kanara Dns, are rather weak and are incapable of carrying the State Transport traffic. The necessity of strengthening and remodelling them so as to render them quite safe for traffic is therefore, keenly felt. You are therefore requested to take immediate steps in the following directions:-

(1) The Condition of all the Cross-drainage works in ~~Thirthan~~ + your respective Dns. (which are on the routes being operated by the State Transport) should be forthwith examined.

(2) Thereafter, rough estimates for remodelling them should be prepared and submitted to Govt. thro' the S.E. Coast &

15a

(3) After action on (1) and (2) above is taken, the work of preparation of plans & estimate for the works & drainage works shd be undertaken.

You are requested to pay immediate attention to this matter and submit the ring estimate before the 10.6.1952.

By order etc.

J.A.S

Copy forwarded for information & necy action to the S.E., S.C

16/5/52

for (Accts Off.) 19/5

Ref. above a copy under A/ pp. 10

22/5

17

Letter.

IMMEDIATE.
No.RCR 1252 C.

Public Works Department,
Bombay Castle (Bombay No.1),
19th May 1952.

To

The Executive Engineer, Dharwar Division.
The Executive Engineer, Kanara Division.

Subject:- Extension of State Transport Services in Kanara and Dharwar Districts - Strengthening of cross drainage works.

.....

Reference: Letter No.ST/SEW/RDBG/4/8/7346, dated the 7th May 1952 from the General Manager, Bombay State Road Transport Corporation, on the above subject, copy endorsed to you.

2. It is reported that most of the existing cross drainage works on the routes on which the State Transport Corporation has recently started its operation in Dharwar and Kanara Divisions, are rather weak and are ~~insuffic~~ incapable of surring carrying the State Transport traffic. The necessity of strengthening and remodelling them so as to render them quite safe for traffic is, therefore, keenly felt. You are requested to take immediate steps in the following directions :-

(1) The condition of all the cross drainage works in your respective Divisions (which are on the routes being operated by the State Transport) should be forthwith examined.

(2) Thereafter, rough estimates for remodelling them should be prepared and submitted to Government through the Superintending Engineer, Southern Circle.

By order of the Governor of Bombay,

o/c 4 pps

Assistant Secretary to the Government of Bombay, Public Works Department.

D.A.- Nil.

RECEIVED 20/5/1952

Copy forwarded for information and necessary action to the Superintending Engineer, Southern Circle.

5.
DBD.
19-5-52.

ref. to above p. 15 (bottom)
22/5

19

VERY URGENT. Letter
No. G.81.

Office of the
Superintending Engineer, S.C.,
Belgaum: 10th May 1952.

From

The Superintending Engineer, Southern Circle.

To

The General Manager,
Bombay State Road Transport Corporation, Bombay.

Subject :- Extension of State Transport Services in the Kanara and Dharwar Districts.

Sir,

With reference to your letter No. ST/SEW/RDBG/4/8/7346, dated the 7th May 1952, addressed to Government in the Public Works Department, kindly see that the load and speed limits in force are meticulously observed until they are further relaxed after necessary strengthening is carried out.

2. If the limits are exceeded, there is every likelihood of interruption in communication which will be disastrous in the monsoon and may lead to complete isolation particularly of the Kanara District, which has no other means of communication.

3. I trust the Corporation will be so good as to pay due attention to this point.

Yours faithfully,

D.A. Nil.
O.C. approved by
S.E., S.C.
GRM.10/5.

Superintending Engineer, S.C.

P.T.O.

Copy forwarded, with compliments, to the Chief Engineer, Public Works Department, Bombay.

IMMEDIATE.

Copies forwarded, with compliments, to -

the Executive Engineer, Dharwar Division,
the Executive Engineer, Kanara Division,

for immediate submission of concrete proposals for strengthening the weak cross drainage works concerned with the amount required for expenditure for the same during 1952-53.

1615

C14/5

RCR1252

45762

21 RER 1252/45-762.

P.W.D.

Resubmitted.

2. The General Manager, Bombay State-Road Transport Corporation has requested Govt. to intimate him of the action taken in the matter. If asked, he may be informed that necessary instructions in the matter have been issued to the local Officers Concerned, as per Draft put up for appl. No action is necessary on the S.E., Se's letter dt. the 10.5.52.

vide last para of his letter at P.10 ante

B.23-24
P.19

27/5/52

27.5.52

D.S.

P.W.D.,
B.C. (B.No.1),
29th May 1952.

No. RCR 1252-C

T.

The General Manager,
Bombay State Road Transport Corpn.,
State Transport, Central Offices,
80/81, Annie Besant Road,
Worli, Bombay-18.

Sub: (as at P.17 ante)

~~Dear~~ Sir,

With reg. to your letter No. ST/SEW/RDBB/4/18 9-10 /7346, dated the 7.5.1952, on the above subject, I am directed to inform you that ~~necessary~~ instructions ~~in the matter~~ have been issued to the local Officers concerned to take necessary steps in the

24

in the matter

Yours faithfully

D.M. - Mil

J. A. S.

27/5/52.

(C.)

28/5

No. RCR 1252 C.

Public Works Department,
Bombay Castle (Bombay No.1).
29th May 1952.

From

Shri S. G. Jadhav, B.A.,
Assistant Secretary to the Government of Bombay,
Public Works Department.

To

The General Manager,
Bombay State Road Transport Corporation,
State Transport, Central Offices,
80/81, Annie Besant Road,
Worli, Bombay 18.

Subject:- Extension of State Transport Services in Kanara and Dharwar Districts - Strengthening of cross drainage works.

Sir,

With reference to your letter No. ST/SEW/RDBG/4/48/7346, dated the 7th May 1952, on the above subject, I am directed to inform you that instructions have been issued to the local Officers concerned to take necessary steps in the matter.

Yours faithfully.

Issued 2-6-52 am.

Assistant Secretary to the Government of Bombay,
Public Works Department.

D.A.-Nil.

2.
RKP
29-5-52.

C.Pr

The E.E. Dharwar & Kanara Dns expedited tender no. RCR.1252-c dt. 1st Sept. 1952 w.r. to G.C.t. no. RcR1252-c dt. 19.5.52.

p. Mate.

26/9/52

ISSUED 1-10-52

30/9/52

9

Letter.

No.G-81/PB.

Office of the Ex.Engr.Kn.Dn.
Karwar, 19th November, 1952.

To

The Chief Engineer,
Roads & Buildings, Bombay Castle,
BOMBAY 1.

Subject:- Extension of State Transport Services in Kanara and Dharwar Districts - Strengthening of Cross Drainage Works.

Reference:- Govt.No.RCR-1252-C of 19th May 1952 and subsequent-reminder dated 4th October 1952.

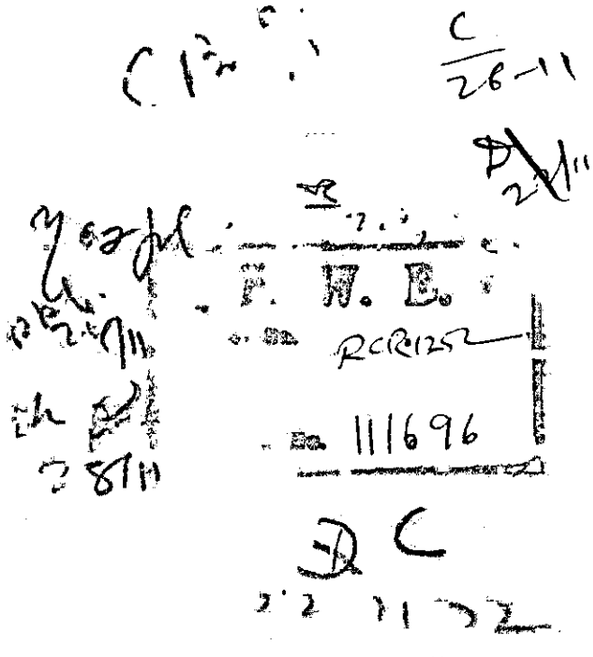
Statements showing the condition of the Road surface and Cross Drainage Works of the Roads in which State Transport Buses are plying has been submitted to the Government through the Superintending Engineer, S.C., Belgaum, in this office No.Kan-19/PB dated 7th November 1952.

(x) It does not appear to have been sent.

Estimate for the Cross Drainage Works will be submitted from time to time one after another, as the number of Weak Cross Drainage Works in this Division, requiring strengthening or reconstructing is very large and will require some time.

Executive Engineer, Kn.Dn.

19.11.52


F. W. B.
RCR125
111696

31

RCR 1252
11 16 96

(C: Br)

Submitted with ~~a~~ P. 33 a draft letter for appl.

Bdg
15.12.52

11/11/52

AS (11)

Letter 33

No. RCR 1252.C,
B:W.2
B.C. (Bundy No. 1)
20th Dec. 1952

To
The S.E, S.C.

Sub:- (As at p. 29)

Ref 26
& p. 29

Reference: Letter No. Kan-19/PB, dt. 7.11.52 from the Sr. Engr, Kanagra Dn., on the above mentioned subject.

2. You are requested to transmit the information submitted by the Sr. Engr at an early date.

D.A:- Nil

BBJ 15/12/52

Jr (OS) 19/12 Supdg. Engr. Bypo. etc
for A.S.

35

Letter.

No.RCR 1252 C.

Public Works Department,
Bombay Castle (Bombay No. 1)
20th December 1952.

To

The Superintending Engineer, Southern Circle.

Subject:- Extension of State Transport Services in Kanara and Dharwar Districts - Strengthening of Cross Drainage Works.

....

Reference: Letter No.Kan.19/PB, dated the 7th November 1952, from the Executive Engineer, Kanara Division on the above mentioned subject.

2. You are requested to transmit the information submitted by the Executive Engineer at an early date.

By order and in the name of the Governor of Bombay,

S.R.Jadhav 0/c 22/12/52

Assistant Secretary to the Government of Bombay, Public Works Department.

SDK.20/12/52.

D.A.-Nil.

ISSUED
Date 23/12/52

Sh. Ch.
Mr. Ambekar with 6 no. enclls.
& copy. The other S.E.,
.S/m

36

C.Pw

The E. E. Dharwar Dn. expedited
W.P. to S.C. dt. 19-5-52 under no. RcR1252-C
dt. the 6 Jan 1953.

JK
2/1/53

2/1/53

Supdt.

ISSUED
Date 6/1/53

6

1/12

From

The Superintending Engineer,S.C.

To

The Chief Engineer,
Public Works Department, Bombay.

No.Kan.19

Office of the
Superintending Engineer,S.C.,
Belgaum: 3 January 1953.

Subject :- Extension of S.T.Services in Kanara and Dharwar Districts strengthening of cross drainage works -

Reference :- Govt.letter P.W.D.No.RCR 1252-C dated 20-12-1952.

The information received with Executive Engineer, Kanara Division's No.Kan.19/PB dated 7-11-1952 has already been transmitted to you along with the original letter under this office endorsement No.G.R.65 dated 13-11-1952

Tech.Asstt.,
for Superintending Engineer,S.C.

K.I.D.

RC R1252/1196

P.W.D.

CBs

P.35 ante

Submitted with ref to the G.C No RC R1252/1196 dt the 20-12-52.

2. Information from E.E.s of various Divs was called for re: improvements reqd. to be carried out to P.W.D. Roads on which the S.T. buses are plying or will be plying in the near future, under G.C. no. 9436/36.E dt the 1.3.52.

3. The E.E. Kanara Div: has submitted this information under his letter no. Kan.19 PB dt. 7.11.52 forwarded by the S.E.S.C. under his ~~letter~~ endt.

no. GR65 dt. -the 13.11.52, under which he has supplied [A] SXW.110288
detailed information re: roads which require
repairs and c.d. works to be carried out thereon.
(being dealt with under file No. HTC 1852)
4. No further action is necy. on this letter
from the S.E.S.C.
5. The report from the E.E. Dharwar Dn. may
also be awaited in file no. HTC 1852 and these
PPs may be recorded - if approved

Sd/- D'Br

15/1/53.

* re: "A" above

16/1/53.

S.(III)

Sd/- D'Br

16/1/53

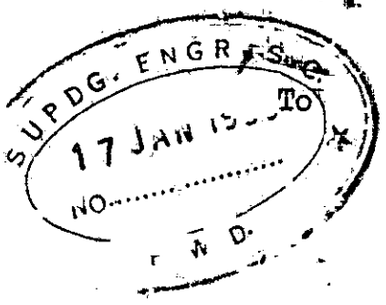
Spoken 16/1

21/1. 21-1-53

EXPRESS. Letter.

No. G.81/DB.

Office of the Ex.Engineer,
Dharwar Division, Dharwar.
15th January 1953.



To

The Chief Engineer (Roads & Buildings),
Public Works Department, Secretariat,
B O M B A Y No.1.

Subject :- Extension of State Transport Services in Kanara and Dharwar Districts - Strengthening of Cross Drainage works.

Reference :- Government Letter, P.W.D.No.RCR 1252-C of 19th May 1952.

I am forwarding herewith a statement showing therein the Cross Drainage works which require strengthening or reconstruction of the roads on which State Transport Services are plying in this Division.

2. The statement shows the details of such Cross Drainage works which require strengthening or reconstructioning with their present condition and rough cost of reconstruction or strengthening.

3. Information in case of some roads included in the statement is still awaited from Sub Divisional Officers who have been again expedited in the matter and the same will be submitted in about 15 days time.

Encl 1 statement.

Executive Engineer, Dharwar Dn.

bvd.12/1.

THROUGH - the Superintending Engineer, S.C., with compliments, with reference to his No.G.81 of 22-5-52, with a copy of statement mentioned above.

...

Copies f.w.cs., to the Dy.Engineer, Dharwar,
the Deputy Engineer, Hubli,
the Deputy Engineer, Haveri,
the Deputy Engineer, Gadag,

for information.

DHARWAR DIVISION.

SOUTHERN CIRCLE.

Statement showing the conditions of C.D.works on different Roads in Dharwar Division with approximate cost for their improvement due to Extension of State Transport Buses in DHARWAR DIST.

S.No.	C.D.work No.	Situation mile.	Description.	Present condition.	Approx.cost of improvement.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	I. Poona Bangalore Road Mile 272/0 to 353/1.					
I.	135	276/5	Bridge 30' span.	Weak for the present heavy traffic.	Rs. 15000/-	I. 1) Redecking & widening is necessary.
2.	159	280/8	" 20' span.	--------do--------	Rs. 10000/-	2) -do-
3.	166	282/5	" 30' "	-do-	Rs. 30000/-	3) -do-
4)	133	275/7	Culvert 6' span.	Requires strengthening and reconstruction due to present heavy traffic.	Rs. 10000/-	4) Reconstruction is necessary.
5)	136	276/5	Slab drain.	These slab drains are weak and cannot stand the present traffic. Hence reconstruction with H.P. drains as per type Plans & Estimate.	10 Nos.x Rs.1500/- each. = Rs.15000/-	(5) to (14) Reconstruction with H.P. Drains as per type P & E is necessary.
6)	140	277/8	" "			
7)	145	278/4	" "			

8.	153	280/1	Slab drain.			
9.	154	280/1	"			
10.	158	280/8	"			
11	160	281/2	"			
12.	164	282/2	"			
13.	165	282/3	"			
14.	167	282/7	"			
15.	185	288/4	Bridge 15' span with Iron girders & C.I.Sheets.	The bridge cannot stand the heavy traffic.	~~Rs.~~ 6000/-	15) Widening & redecking is necessary.
16.	222	305/5	Slab drain.	Weak for the present heavy traffic.	Rs.1500/-	16) Reconstructing with H.P.drain is necessary.
17.	226	306/8	"	---do---	Rs.2500/-	17) ---do---
18.	227	307/8	"	---do---	Rs. 1500/-	18) ---do---
19.	228	308/1	"	---do---	~~Rs.1500/-~~ Rs.1500/-	19) ---do---
20.	239	312/5	"	---do---	Rs.2500/-	20) ---do---
21.	242	313/6	"	---do---	Rs.1500/-	21) ---do---
22.	249	315/5	"	---do---	Rs.2500/-	22) ---do---
23.	258	317/1	"	---do---	Rs.1500/-	23) ---do--
24.	260	318/6	"	---do---	Rs.3000/-	24) ---do---
25.	~~271~~ 265	~~322/1~~ 319/5	~~Culvert.~~ "	~~Urgent repairs for strengthening~~ ---do---	Rs.2000/-	25) ---do---
26.	271	322/1	Culvert.	Urgent repairs for strengthening.	Rs.3000/-	26) Urgent repairs to withstand the load.

27.	280	327/3	Slab drain.	Weak for the present heavy traffic.	Rs.3500/-	27) Reconstruction with H.P.drain is necessary.
28.	282	327/5	Bridge, skew 15' span.	--do--	Rs.15000/-	28) Reconstruction is necessary.
29.	285	328/7	Culvert 4' span 2 Nos.	--do--	Rs.5000/-	29) Reconstruction is necessary.
30.	290	330/4	" 4' span.	--do--	Rs.3000/-	30) --do--
31.	313	337/6	Slab drain 3 x 3'	--do--	Rs.8000/-	31) --do--
32.	348	352/7	Culvert 4' span.	--do--	Rs.3000/-	32) --do--
				Total I.	Rs. 1,46,500/-	

II KARWAR BELLARY ROAD.

a) Section from mile 74/5 to 102/2 (Sangtikop to Hubli).

Since this section of road is included in the "programme of modernisation of roads in Bombay State" as per G.R.,P.W.D.No.SRP-1252 of 14-10-1952, the cost of C.D.works in this section for reconstruction or strengthening is not included here, as it will be in detail in the above programme. However rough cost ~~xx~~ on total C.D.works is as given below :-

a)	Bridges & culverts. (9 Nos).	Rs.1,75,000/-
b)	Slab drains (150 Nos).	Rs.2,25,000/-
		Rs.4,00,000/-

b) Section from mile ~~102/2~~ 104/0 to 136/0 (Hubli to Gadag ~~Sub Dnl. boundary~~). This section of road is proposed to be asphalted with 1½" premix asphalt carpet as per Supdg.Engr.,S.C's No.* and material change in the C.D.works thereof is also incorporated in this project and will, therefore, be executed along with the work. However, rough cost of all C.D.works in this section, will be given on receipt of information from Sub Dnl.Officers.

* G-92 of 21/8/52 for programme of asphalting

c)) Section from mile 136/0 to 165/0.

Information of C.D.works is awaited from Sub Dnl.Officer,Gadag.

III. HAVNUR EKKAMBI ROAD. (Miles 0/0 to 56/5).

I.	82	34/2	Wooden topped Bridge.15' span.	Weak for the present heavy traffic.	Rs.15000/-	1) Redecking with R.C.C. proposed.
2.	115	42/(	Slab drain.	--do--	Rs. 2000/-	2) Reconstruction with H.P.drain.
3.	139	52/4	Iron Girder & T.T.bridge.	--do--	Rs. 8000/-	3) Redecking & strengthening
4.	141	53/3	Arched drain	--do--	Rs. 2000/-	4) --do--
5.	143	54/5	Elliptical bridge 30' span.	--do--	Rs.20000/-	5) Strengthening & redecking
6)	144	54/6	Arched drain.	--do--	Rs. 3000/-	6) Reconstruction is propose
					Rs.50,000/-	

IV. Gadag Pala Road. Miles 0/0 to 67/3.

a) Section I mile 0/0 to 29/1. Information from Sub Dnl.Officer,Gadag is awaited.

b) Section II mile 29/1 to 67/3.

I.	61	48/8	Iron girder with G.I.sheet bridge 9' span.	Weak for the present heavy traffic.	Rs. 5000/-	1) Strengthening proposed.
2.	94	58/5	Bridge 30' span.	--do--	Rs.15000/-	2) Redecking & strengthening
3.	122	65/8	Slab drain.	--do--	Rs.3000/-	3) Reconstruction with H.P. drain.
4.	126	66/8	Empty asphalt drum drain.	--do--	Rs. 3000/-	4) --do---
					Rs.26000/-	

V.Kumta .....

V. Kumta Hubli Road. Miles 71/5 to 87/3.

1.	477	77/6	Arched drain with 6' span.	Weak for the present heavy traffic.	Rs.6000/-	1) Reconstruction of drain.
2.	454 A.	73/5	Arched bridge 15' span.	Weak for the present heavy traffic.	Rs.14000/-	2) Reconstruction is necessary.
3.	446	71/8	Slab drain.	--do--	Rs.1600/-	3) Reconstruction with H.P.drai
4.	449	72/4	" "	--do--	Rs.1600/-	4) --do--
5.	450	72/6	" "	--do--	Rs.1200/-	5) --do--
6.	451	72/8	" "	--do--	Rs.1600/-	6) -do-
7.	452	73/2	" "	--do--	Rs.1600/-	7) -do-
8.	475 ~~481~~	78/2	" "	--do--	Rs.1600/-	8) --do--
9.	481	78/1	" "	--do--	Rs.1200/-	9) -do-
10.	497	80/6	" "	--do--	Rs.1600/-	10) -do-
11.	506	81/6	" "	--do--	Rs.1600/-	11) -do-
12.	509	82/3	" "	--do--	Rs.1600/-	12) -do-
13.	522	85/2	" "	--do--	Rs.3000/-	13) -do-
					Rs. 38,200/-	

contd.....

R E C A P I T U L A T I O N.

I.	Poona Bangalore Road Miles 272/0 to 353/1	1,46,500/-
II.	Karwar Bellary Road. Section M.74/5 to 102/2	4,00,000/-
III.	Havnur Ekkambi road miles 0/0 to 56/5.	150,000/-
IV.	Gadag Pala Road. Section 29/1 to 67/3.	26,000/-
V.	Kumta Hubli Road miles 71/5 to 87/3.	38,200/-
		6,60,700/- Approx.

Executive Engineer, Dharwar Division.

bvd.12/1.

Below Executive Engineer, Dharwar Division's No. G.81/DB., dated 15-1-1953, addressed to the Chief Engineer regarding strengthening of cross drainage works etc.

No. G.81.

Office of the
Superintending Engineer, S.C.,
Belgaum: 2 February 1953.

Passed on, with compliments, to the Chief Engineer, Public Works Department, Bombay for further disposal.

2. The cost involved in strengthening cross drainage works in accordance with the statement is Rs.6,60,700/-. This covers all works involved in this case except the Karajgi Devgiri Road information regarding which will be submitted on receipt. There are, however, only two weak cross drainage works on this road (vide Para. 8 of his letter).

3. As regards information in respect of the Kanara Division, it has been included in the statements submitted by the Executive Engineer, Kanara Division under his No. Kan.19/PW., dated 7-11-1952 transmitted to Government under this office endorsement No. G.R.65, dated 13-11-1952. The amount required for strengthening the cross drainage works alone as per these statements is Rs. 8,86,678/-.

D.A. 1 letter with accmpt.

GRM.2/2.

Superintending Engineer, S. C.

St. Ill
Ch.
P. W. Ds
File No. RCR252
Serial No. 13589
C3
A 53

57

RCR 1262/13589

C.Br

P.N.D.

Submitted w.r. to the G.L. no. RCR1252-C dt. the 19.5.52. p.13a/n

2. The S.E. S.C has forwarded the E.E. Dharwar Dn's report on Strengthening of cross drainage works on roads on which S.T. buses are plying or are proposed to ply.

3. Similar information was called for from the various E.E.s and is being dealt with in file no NTE1.852 which is at present with C.E.(R&B)

4. This will be resubmitted on receipt of these ppr's in other.

This may kindly
with reference to the
instructions on p.40 ante.

18/1/53.

19/2/53

AS(III)

ok

56

CBR

Resubmitted.

Through Supdt

1st

21/2/53.

23/2/53

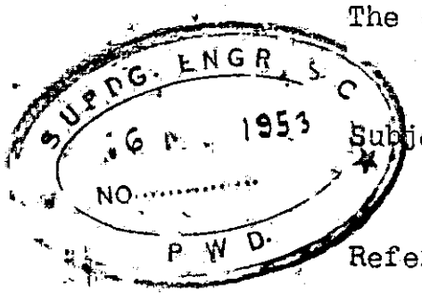
Spoken
25/2/53

"9"

No.G-81/DB. Office of the Ex. Engineer, D. Dn.,
Dharwar: 16th March 1953.

To

The Chief Engineer (Roads & Buildings),
Public Works Department,
B O M B A Y No.1.



Subject:- Extension of State Transport Services in Kanara and Dharwar Districts -- Strengthening of Cross Drainage Works -- P. Ul 2k

Reference This Office No.G-81/DB of 15-1-1953 and Superintending Engineer, S. C., Belgaum's Endorsement No.G-81 of 2-2-1953. → P.S.C. 4

I am forwarding herewith necessary information in the prescribed form in respect of the above for the remaining portion of Karwar Bellary Road Section from Hubli to Annigeri Miles 104/0 to 124/0.

The information for the remaining portion of the road mentioned above from mile 124/0 to 165/0 and in respect of Gadag Pala Road from 0/0 to 29/1 is still awaited from the Deputy Engineer who has been expedited in this matter.

2. On Karajgi Devgiri Road, there are only two C. D., Works which require reconstruction. One is C.D., Work No.7 in mile 4/4 a bridge having 6 spans of 10'-0" each and is in fair condition. Cost of reconstruction for this bridge will be about Rs.25,000/- The other is a C.D., Work No.15 in mile 7/1 and is an asphalt drum drain. This will have to be reconstructed with H. P. drain at a cost of Rs.25,000/- approximately as the condition of the C.D. Work is not good.

16.3

Executive Engineer, Dharwar Dn.,

D.A. 1 Statement. 14/3

GSK.14/3/53.

THROUGH:- Forwarded with compliments, through the Superintending Engineer, S. C., Belgaum with a spare copy of statement.

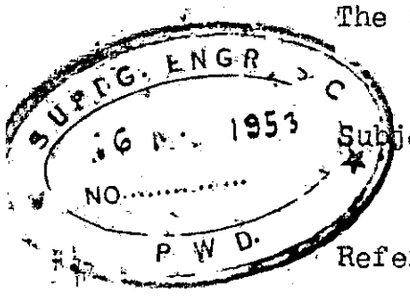
Copy f.w.cs., to the Deputy Engineer, Hubli / Haveri / Gadag for information.

59

No.G-81/DB. Office of the Ex. Engineer, D. Dn.,
Dharwar: 16th March 1953.

To

The Chief Engineer (Roads & Buildings),
Public Works Department,
B O M B A Y No.1.



Subject:- Extension of State Transport Services in Kanara and Dharwar Districts -- Strengthening of Cross Drainage Works -- P. Ulak

Reference This Office No.G-81/DB of 15-1-1953 and Superintending Engineer, S. C., Belgaum Endorsement No.G-81 of 2-2-1953. → P.Sh-1

I am forwarding herewith necessary information in the prescribed form in respect of the above for the remaining portion of Karwar Bellary Road Section from Hubli to Annigeri Miles 104/0 to 124/0.

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16.3.

Executive Engineer, Dharwar Dn.,

D.A. 1 Statement. 14/3

GSK.14/3/53.

THROUGH:- Forward the Superintending Engineer, S. C., Belgaum with a spare copy of statement.

Copy f.w.cs., to the Deputy Engineer, Hubli / Haveri / Gadag for information.

DHARWAR DIVISION. SOUTHERN.CIRCLE.

Statement showing the condition of C.D. works on Karwar Bellary Road Section from Mile 104/0 to 126/0 with approximate cost for their improvements.

S. No.	Cross Drainage Work No.	Situation M.F. Ft.	Description.	Present Condition.	Approximate cost of improvements.	Remarks.
1	2	3	4	5	6	7
1	162	104-7-162	Arched bridge Nos. 4 X 10' each.	Abutment piers & return wall masonry cracked.	20,000/-	Proposed for reconstruction with two spans of 20 Ft.
2	163	105-6-222	Slab drain.	Weak for the present heavy traffic.	1,100/-	Proposed to be reconstructed with H.P. Drain.
3	165	106-2-549	-Do-	-Do- slab and abutment masonry cracked.	1,931/-	-Do- -do-
4	168	108-4-248	Culvert 10' Ft. span.	Cracks in masonry & arch ring.	8,000/-	Proposed to be reconstructed with R.C.C. slab drain.
5	169	108-7-169	Slab Drain.	Abutment masonry and slab cracked.	3,502/-	Proposed to be reconstructed with H.P.Drain.
6	170	109-1-260	-Do-	-Do- -do-	1,931/-	-Do- -do-
7	172	109-6-76	Culvert 1 X 8(Span)	Cracks in masonry & arch ring.	5,000/-	Proposed to be reconstructed with R.C.C. slab drain.
8	173	111-4-470	Bridge: 4 spans of 40' each.	Decking of wooden bullies wrotten at places.	50,000/-	Proposed for redecking with R.C.C. slab.
~~9~~	~~174~~	~~111-5-342~~	~~Culvert of 4~~	~~Cracks in span dril walls.~~	~~12,000/-~~	~~Proposed to be reconstructed with R.C.C. slab two spans~~

9	174	111-5-342	Culvert of 4 spans of 5' each.	Cracks in span dril walls.	12,000/-	Proposed to be reconstructe ~~xx~~ x with R.C.C. slab two spans of 10 each.
0	175	112-3-452	Bridge of 16' span.	Decking of round bullies is wrotten & hence weak.	5,000/-	Proposed ~~xx~~ x for R.C.C. decking only.
11	178	114-3-470	Slab drain.	Weak for the present traffic.	3,580/-	Proposed for reconstruction with H.P. drains.
12	179	114-4-456	Slab drain.	Weak for the present traffic.	1,788/-	-Do- -do-
13	180	114-7-128	Culvert 4 Nos. 5 Ft. span.	-Do- -do-	12,000/-	Proposed to be reconstructe with R.C.C.slab drain of 10 span each.
14	183	116-2-276	Slab drain.	Weak for the present traffic.	1,788/-	Proposed to be reconstructe with H.P.Drain.
15	184	117-5-105	-Do- 3x3' x 4'6"	-Do- -do-	5,000/-	-Do- -do- with R.C.C. slab.
16	185	118-0-519	Slab drain.	-Do- -do-	2,183/-	Proposed to be reconstructed with H.P.Drain.
17	186	118-0-598	4 x 5' (span)	Cracks in masonry of abutment & pier	12,000/-	Proposed to be reconstructed with R.C.C. slab drain of 10' span.
18	187	118-2-140	Slab drain.	Weak for the present heavy traffic.	3,502/-	Proposed to be reconstructed with H.P. drains 36" diam.
19	188	188-6-219	-Do-	-Do	3,502/-	-Do- -do-
20	189	118-7-180	-Do-	-Do	2,183/-	Proposed H.P.Drain.
1	190	119-3-403	Slab drain.	~~masonry of headwall cracks~~ -Do-	3,580/-	-Do-
2	192	120-1-359	-Do-	Masonry of head wall cracks.	3,000/-	Proposed H.P.Drain in 2 rows of 36" diam.

	193	120-4-298	Slab drain.	Masonry of head wall cracks.	1,346/-	Proposed H.P.drain 2 rows of 36" diam.
24	194	121-3-103	Bridge. 4'x2'	This may be verified, tested & then included in the Statement.		Timber topped decking with teak wood beams to be tested for the present heavy traffi
25	195	122-3-379	Slab drain.	Abutment masonry cracked. Slab drain.	3,580/-	Proposed H.P.Drain 3 rows of 36" diam.
26	196	122-4-372	Slab Drain.	Slab broken.	1,788/-	-Do- 2 rows of 27" diam.
27	197	122-6-22	-Do-	-Do-	3,580/-	-Do- 3 rows of 36" diam.
28	198	122-6-463	-Do-	Slab broken masonry in good condition.	2,000/-	Proposed slab R.C.C. Decking
29	199	123-0-423	-Do-	-Do- -do-	2,500/-	-Do- -do-
30	200	123-2-82	3x3'-6"x6'	Slab broken & head wall cracked.	8,000/-	Proposed slab drain with R.C.C. decking etc.,
31	200 A	123-7-187	"	Cracks in masonry & slab broken.	1,346/-	Proposed H.P.Drain of 3[illegible] di
32	200 B	123-2-76	"	Cracks in masonry of abutment.	3,580/-	Proposed H.P.Drain 36" diam.
				Total ...	Rs.1,90,290/-	

16.2

Executive Engineer, Dharwar Division

14/3/53

GSK.14/3/53.

65

459

Below letter No. G.81/DB, dated 16th March 1953 from the Executive Engineer, Dharwar Division regarding strengthening cross drainage works in connection with extension of State Transport services to Dharwar and Kanara Districts.

No. G.81.

Post Box No.19,
Office of the
Superintending Engineer, S.C.,
Belgaum: 23 MAR 1953

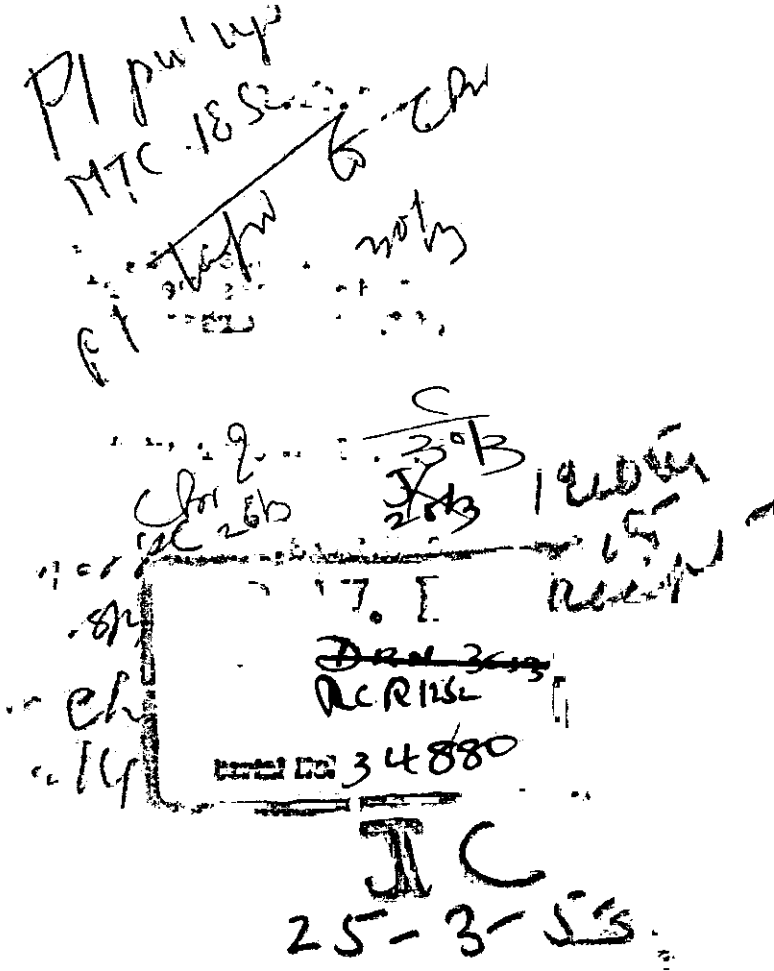
Passed on, with compliments, to the Chief Engineer, Public Works Department, Bombay, in continuation of this office endorsement No. G.81, dated the 2nd February 1953.

155

D.A. 1 letter with accmpt.

GRM.21/3.

Superintending Engineer, S.C.



67

RCR 1952
34880

C.Br

D. Br. is requested to make available to this Br. the files no. 9476/36 and MTC 1852.

23/4/53

Supdt. C Br. 25/4/53

To D. Br

This files MTC 1853
MTC 1852
& 9476/36 IV
are sent herewith (in fact)

29/4/53

To C.

Shri Mastey
29/4

RCR 1252
34850

P. W. D.
'C'

Submitted with refce. to the A .S. ~~office~~ note dt. the ~~19~~-2-53. L 57

2. Pl. see para 3 of the Ex.Engr. Dharwar Dn's letter dt. 15-1-53 at p.41 ante, the information that was awaited from the S.D.Os.has now been furnished by the Ex.Engr., Dharwar, vide his letter dt. the 16-3-53. L 59 Further information may be awaited from the Ex.Engr.'s Vide sub-para 2 of para 1 of his said letter.

3. Files Nos.9476/36 and MTC 1852 in which information re.running of heavy state Transport Vehicles on P.W.D. Rds. ~~once~~ was called for and expedited for in Govt. Express letters dt.s 12-2-52, 13-5-52, and 1-7-52 ~~is submitted~~ are put up herewith. The Ex.Engrs that have not furnished the requisite information have again been expedited in G.L.No. MTC 1853-D dt. 27-4-53.

SN/25-5-53

25/5/53

One proposals in this may be considered along with this & dealt with in file no MTC 1852 of 1853.

A.C (II)

2. It may be noted that the returns ~~furnished~~ were called for as far back as 1st March 1950 - vide G.C. No 9476/36 C(I) of 1-3-50 & they are yet awaited from ~~some~~ some ex. Engrs. By subsequent ~~returns~~ the returns already

— To
I have put the case for
further orders without w
any longer for the returns
yet to be made.

OR
6/6/15

A. P. Wavell
C.-in-C.
D. B.
8/6/15

D Branch. 71 9476/36, MTC 1852, RCR 252, MTC.1853

71

Submitted.

+ Ref A Le Law g file 9476/36 pt i/p

2. On the proposal† made by the Chairman, State Transport Corporation to the Hon Minister, P.W.D. in respect of plying of heavier buses weighing 17500 lbs or more as against the limit fixed viz 14500 lbs, reports from the Ex-Engrs of divisions in charge of roads were called for in G.L. P.W.D. No. 9476/36-C-I dt 1-3-1950 as to the bearing capacity of the culverts on roads on which State Transport Authorities decided to run heavy buses. On perusal of papers in the respective files it is seen that reports in this respect are still awaited from Executive Engrs.

3. The activities of the State Transport Corporation are increasing day by day and except few roads State Transport buses are running on all the important routes in the State of Bombay. The traffic is also in the increase and it cannot be said that the buses will be running with the weight of 14500 lbs only. The State Transport authorities have also decided to increase their activities and the transport of goods is also being conveyed by them on certain routes.

4. No complaints either from the Ex-Engrs of the Div or from the State Transport authorities have been received in respect of weak culverts and the complaints if any received are being dealt with dispatch-ility in accordance with the importance of the proposal as also in accordance with the availability of funds.

5. Besides Government has decided to modernise all the important roads in the State and a five year programme has already been approved & works on many of the roads have since been taken in hand. This will solve the question raised herein.

In the above circumstances no further action is considered necessary in respect of the subject under consideration & if approved the case may be closed without calling for further report from the Ex-Engrs & Es.

→ To D.Br 6/6/58

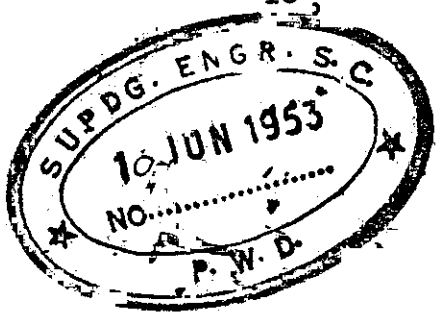
6/6/58

D.S.

No.G.R.66.

Office of the Ex.Engr.Rat.Dn.
Ratnagiri: 8 June,1953.

To



The Chief Engineer,
(R. & B.), P.W.D., Bombay.

Subject: Running of heavy vehicles on P.W.D.Roads.

.....

Reference : Superintending Engineer,S.C.,Belgaum's letter No.G.R.65 dated 9-4-1952 addressed to the Executive Engineers and copy to you.

2. I have to submit herewith the required information in the forma attached with the Superintending Engineer,S.C., Belgaum's letter referred to above, regarding all the roads in charge of this Division on which State Transport Busses are plying and proposed to be plied in the near future.

Accompt. O.C. approved by the Executive Engr

1 Statement

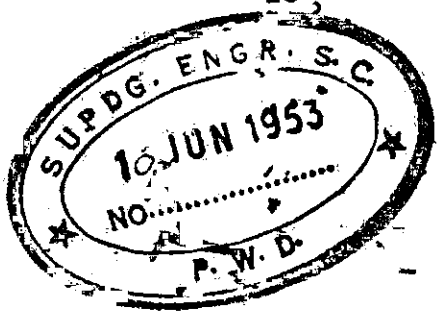
sk/8/6/-

P.A.
for Execitive Engineer,
Ratnagiri Division.

THROUGH the Superintending Engineer,S.C., Belgaum with compliments with reference to his endorsement No.G.R.66 dated 16-5-1953.

No.G.R.66. Office of the Ex.Engr.Rat.Dn.
Ratnagiri: 8 June,1953

To,



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Accompt. O.C. approved by the Executive Engr.

1 Statement

sk/8/6/-

for Executive Engineer,
Ratnagiri Division.

THROUGH the Superintending Engineer,S.C., Belgaum with compliments with reference to his endorsement No.G.R.66 dated 16-5-1953.

c) -Do- section from miles168/0 to 173/0.	Trap rough.	The metal for surfacing is collected and would be spared in 1953-54. Nil.	out of 54 drains throughout this length cannot stand the proposed increased load.	-- Do --	Rs. 22,000/-	Rs. 22,000/-
d)-Do- section from miles 173/0 to 196/0-	Trap surface rough.	Resurfacing is required in most of the miles.	Rs.1,86,000/-	The drains in miles 173/0 to 179 are good except No.330 which is of dry masonry and cannot stand the load. Most of the drains in miles 180 to 183 are of dry masonry and cannot stand the load. The drains in the remaining length except those mentioned below can stand the proposed low		
				434 182/4		
				441 182/7		
				450 184/2		

			628	S 200/1	No. the week drains need to be replaced by H.P.drains.	1,50,000	
			646	I 200/5			2.14,000
			647	I 202/6			
			668	202/8			
			678	203/6	No.		
			1,6	206/1,206/3			
			17,18	207/1,207/2			
			36,39	208/5,208/7			
			45,53	209/2,209/6			
			61,62	210/4,210/4			
			63,65	210/5,210/5			
			67, 80	210/7,211/4			
			84,102	211/7 212/8			
			104,116	213/1,213/5			
			121,123	213/7 213/8			
			128,129	214/2,214/2			
			134,136	214/6,214/8			
			141,158	215/2,216/3			
			161,173	216/5,217/3			
			177,186	217/4,218/1			
			188,194	218/2 218/4			
			200,204	218/7,219/1			
		X218	206,213,	219/1 219/6,220/1			
			218,221,	220/2, 220/6,221/2			
		221,	236,246	222/1,222/5,222/2			
		252, 256, 261 →	250,256	223/6,224/2,224/4			
			261,281	225/2,225/4,226/6			
		281, 287, 291 →	287,291	226/8, 227/4			
			301,305	225/2, 225/4			
			323,325	226/6,			
			335.	227/4			
f)	-do- section 228/4 to 235/4.	Laterite surface in worn out condition.	The whole length required to be concrete for which estimates have been sanctioned.	350 to 228/5 to 364,365 229/3	No.	30,000	H.P.drains necessary.
				365 229/3	yes.	3,000	Redecking.
				366,367 229/3&4	No.	3,000	H.P.drains necessary.

		368	229/4			yes	5,000	-lecking
		369to381	229/4 to 230/2.	No.		No -do-	25,000	H.P.drains necessary.
		382	230/4			Yes -do-	15,00	912500 Raising cushioning.
		388 to 422	230/6 to 233/1			No -do-	95,000	H.P.drains necessary.
		422 to 423	233/2			yes -do-	5,000	Redecking.
		423to 444	233/3 to 235/2.			No -do-	450 00	H.P.drains necessary.
							2,12,500	

Note:- since this section (f)the above work is being carried out under the state road concreting programme for the years 1952-53 to 1955-56 under the head "State Road Fund" as modernising Ratnagiri Kolhapur Road , the cost is not included in the totals of this statement.

b)	-do-section from miles 235/4 to 254/5.	5 miles trap Four miles and 14 miles laterite surface in a fairlye good condi-tion except a few miles.	require 32,000/- remetalling.	445,455	236,238 / 2 1			
				456,457	238,238 / 3 3			
				472,484	239,240 / 2 1			
				487,489	240,240 / 3 3			
				495,496	241,241 / 1 1			
				498,501	241,241 / 3 3			
				516,519	243,243 / 4 3			
				522,527	244,245 / 3 3	No.	yes.	60,000 92,000
				528,534	245,246 / 4 3			
				536,537	247,248 / 3 3			

539,540 248,249

542,544 249,249

554,603 250,254

a)	section miles 254/5 to 292/4.	laterite sur -face upto mile 293 and fur- -ther trap sur- -face whole laterite sur- -face is worn out and trap surface in some miles are required. is deterio- -rating.	Resurfacing 40,000 improve- ments to curves 70,000 and repairs to retain 80,000 ing walls & other minor items 60,000 3,50,000	Most of the slab drains through out the length are weak and requireto be improved or replaced by H.P.drains there are many culverts throughout the length which cannot sustain the load and are required to be improved by redecking details of which are given below.		Rs 2,00,000 5,50,000
b)	Section miles 298 to 311/4.	Trap metal surface in fair condi- -tion except few miles where it is worn out.				

R-612	255/2	No.	yes by redecking
R-639	257/8	No.	-do-
R-648	258/6	No.	-do-
R-700	262/3	No.	-do-
R-777	267/5	No.	-do-
R-782	268/2	No.	-do -
R-824	270/7	No.	-do-
R-864	273/8	No.	-do-
R-871	275/2	No.	-do-
R-873	275/3	No.	-do-
R-876	275/7	No.	-do-
R-879	276/3	No.	-do-
R-886	277/1	No.	-do-
K-18	279/5	No.	-do-
K-25	280/6	No.	-do-
K-48	283/2	No.	-do-
K-55	284/8	No.	-do-
K-58	285/4	No.	-do-
K-71	287/6	No.	-do-

j)	Section miles 311/4 to 331/2.	Quartz metal surface upto miles 328 and furhrer laterite surface partly in fair condition & partly worn out.	Resurfacing is required. in a length of about 12 miles.	Most of the drains are of laterite masonry and are weak being very old, and it is doubtful whether they can take the increased load.		8,000	
				the following culverts are week.			
				245 317/4 No.	No.	38,000	
				248 317/7 No.	No.	26,000	12,1000
					B.K.G. road --	Grand Total Rs.	15,07,000
2)	Harnai Khed road miles 0 to 27/4.	Laterite surface in first 18 miles and trap surface in the past ten miles out of which half the length is rough.	Resurfacing is required where the surface is rough. Rs.1,10,000	About 130 drains out of 230 through out the length cannot stand the proposed increased load as most of them are weak slab drains.		No. They need to be replaced by Hume pipes.	Rs. 1,76,000 2,86,000
3.	Guhagar.Chip - lun Karad etc. road.	Partly laterite and partly trap. Major portion is rough.	Resurfacing is required. where the surface is rough. Rs.1,80,000				
a)	section Guhagar to Chiplun miles o to 27/0.			1to7	0/1to0/3 No.	No H.P.drains are required.	
				34	4/5 -do-	-do-	
				70to72	10/2to10/4 -do-	-do-	
				86	13/5 -do-	-do-	
				107	18/3		
				110	18/6		
				112	-do- -do-	-do-	,000 2,16
				118	19/4		
				123	20/2		
				140.	21/6		
				142	21/7		

			151to 153.	22/4 to 22/6	No	H.P.drains are required.	
			163	/23/8	-do-	-do-	
			175,176 180to183) & 186to189)	24/7 25/2to 25/8.			
b)	section Chiplun to Karad miles 27/0 to 30/2.	Trap surface, mostly rough.	Resurfacing is required.	Rs.93,000	245	34/1 No.	Yes by provision R.C.C.decking. Rs.2000/-	Rs.95,000
							Total	3,11,000
4.	Old Hathkhamba Paladpur road in Chiplun town.	Trap surface rough.	Resurfacing is required.	Rs.16,000/-		Nil		16,000
5.	Govalkot Chiplun road 0to2	Trap surface.		Nil		Nil		Nil
6.	Depgad Nipani road.							
a)	Section miles 40/0to65/0	Trap surface rough.	Resurfacing repairs to sides and improvements to curves&repairs to retaining & parapet walls etc.necessary.	1,10,000 30,000	Many of the slab drains throughout the length are week and cannot stand the proposed increased load. A good number of culverts are also weak and cannot stand the load.		The weak drains with dry masonry shall have to be replaced by hume pipes .The culvert can be strengthened by redecking.	Rs.3,28,000 5,48,000
)	section miles 65/0to80/0.	Laterite surface worn out.	-do-	2,20,000				

			151to 153.	22/4 to 22/6	No	No H.P.drains are required.	
			163	23/8	-do-	-do-	
			175,176 180to183) & 186to189)	24/7 25/2to 25/8.	- -	-do-	
b)	section Chiplun to Karad miles 27/0 to 30/2.	Trap surface mostly rough.	Resurfacing is required.	245	34/1	No.	Yes, by providing R.C.C.decking.	Rs.2000/- Rs.95
							Total	3,11
4.	Old Hathkamba Paladpur road in Chiplun town.	Trap surface rough.	Resurfacing is required.			Nil		16,0
5.	Govalkot Chiplun road oto2	Trapsurface.	Nil			Nil		Nil
5.	Depgad Nipani road.							
a)	Section miles 40/0to65/0	Trap surface rough.	Resurfacing repairs to sides and improvements to curves&repairs to retaining & parapet walls etc.necessary.			Many of the slab drains throughout the length are week and cannot stand the proposed increased load. A good number of culverts are also weak and cannot stand the load.	The weak drains with dry masonry shall have to be replaced by hume pipes .The culvert can be strengthened by redecking.	1,10,000 30,000 80,000 Rs.3,28,000 5,48,000
b)	section miles 65/0to80/0.	laterite surface worn out.	-do-					2,20,000

7.	Malwan Kasal Road miles 0/0 to 20/2.	partly laterite and partly quartz surface.	Resurfacing including repairs to side widths Improvements to curves Repairs to retaining walls and widening at places and other minor items required.	1,70,000 60,000 30,000 60,000 3,10,000	9 33 70 114 121 123 126 132 142 167	1/8 4/3 7/1 10/3 11/6 11/7 12/3 13/6 15/3 20/3	yes by redecking No. yes by redecking -do- No. yes by redecking No. No. No. No.		6,48,000	9,58,000
					In addition to these the week slab drains through-out the length shall have to be improved.					
8.	Waghotan Kasarda road 0 to 18/7.	Laterite surface worn out.	Resurfacing to about half the length Improving sharp curves, widening at places and repairs to retaining walls to parapet walls etc. is required.	60,000 50,000 30,000 1,40,000	27 42 101 108	4/7 6/2 16/4 16/6	No. -do- -do- -do-	yes, by redecking -do- -do- -do-	1,22,000	2,62,000
			In addition to the above the weak slab drains thre-ugh the length shall have to be improved.							
9.	Salera Phonda Janoli road 33/1 to 38/1.	Trap metal surface worn out.	Resurfacing improvements to curves Repairs to retaining walls, etc, necessary	40,000 20,000 16,000 76,000	12 34/4		No. No.		40,000	
			The existing weak slab drains throughout the length also need to be improved.							
									23,000	1,39,000
									63,000	

10.	Akeri Kudal Road miles 0 to 8/3.	Quartz metal surface in worn out condition.	Resurfacing the whole length and widening necessary.	56,000 14,000 70,000	All the existing drains except a few are weak and are required to be replaced by H.P.	1,10,000	1,80,000
11.	Akeri Hammant -ghat road miles 0 to 14.	Quartz metal surface in wornout condition.	Resurfacing and widening is required.	1,00,000	About 30 drains throughout the length are weak and require to be replaced by H.P.	60,000	
					15 No.		
					21 No. 2/7 yes by redecking	8,000	
					25 No. 3/4	68,000	1,68,000
12.	Vengurla Belgaum etc. road miles 0 to 41/6.	waterbound macadam partly laterite & partly trap in a wornout condition.	Resurfacing is required in most of the miles.	1,96,000	About 45 drains throughout the length are weak and cannot stand the load -do- -do-	26,000	2,22,000
13.	Ajra road 3 miles.	waterbound macadam in wornout condition.	-do-	16,000	yes after improvements.	1,000	17,000
14.	Sawantwadi Aronda road 0 to 16.	waterbound macadam surface in wornout condition.	-do-	1,12,000	yes	3,000	1,15,000
15.	Sawantwadi Dedamarga road 0 to 24.	waterbound macadam surface in a worn out condition.	Resurfacing is required throughout the length.	1,68,000	yes after little improvements	4,000	1,72,000

16,	Sawantwadi Burdi road.	Trap in good condition.	-	-	-	--do --	-		1,000	1,000
17.	Sawantwadi Kolgaon road.	Trap partly good & the remaining is being resurfaced.	-	-	-	- do-	-	-		
18.	Ratnagiri Kolhapur ete. road.	Mostly trap.	The whole length of about 35 miles re-quire to be concreted in view of the the present heavy traffic.	35,00,000	0to94 95to115 116to165 166to172 173to178 179to184 185 186to199 200 201to205 206 207to209 210to220 221to231 232 233,234 235to241 242 243to254 255,256 257to260 261,262 263to271 272 274to318	0to8/0 15/0 to17/0 17/3 17/3to25/1 25/2to25/6 26/1 26/2to26 28/8 27/1 29/2 to 29/5 29/7 29/8 to 31/1 31/2 to 31/3to33/2 33/2 33/4 33/7to34/4 34/5 34/6to35/7 35/7to35/8 35/8to36/1 36/2to36/7 36/7 37/1to41/3	No. No. No: No: No. No. No. No. No. No. No. No. No. No. No. No. No. No. No. No. No. No. No. No. No. No.	No. No. yes No. yes. No. yes. No. yes. No. yes. yes. yes. yes. yes. yes. yes. No. yes. yes. yes. yes. No. yes. No.	1,88,000 42,000 1,000 90,000 7,000 10,000 500 6,000 1,000 28,000 1,000 5,000 5,000 12,000 2,000 11,000 18,000 2,000 10,000 500 15,000 1,500 8,000 1,000 13,000 500 90,000 5.65,000	All these drains have gone too week and are requireed to be replaced with hume pipes.

Note:- Since in this section the above work is being carried out under the state road concreting programme for the years 1952-53 to 1955-56 under the head "State Road Fund" as Modernising Ratnagiri Kolhapur road the cost is not included in the Totals of this statement.

19.	Sakharpa Sangmeshwar road.	Mostly trap surface partly in good condition & partly rough.	Resurfacing is required for 8 miles.	68,000	82,85,87, 89,93,98, 107,110, 1108,112 124,128, 163,165, 171,177 178,177 178,179, 181	0/1 to 0/6 6/1 to 19/6	No. No.	yes. yes.	80,000 72,000	Redecking with R.C.C. slabs.
									1,52,000	2,20,000
20.	Ratnagiri Mirya.	Laterite surface.	Nil		1,2,3,4, 5 to 7 9 to 52 53,54 55 to 63 64 to 67 68 69 to 72	0/1, 0/2 0/2 to 0/6 0/8 to 2/8 2/8 to 3/1 3/1 to 3/5 3/6, 3/7 3/8 4/1 to 4/3	No. No. No. No. No. No. No. No.	No. No. No. Yes. No. No. yes. No.	4,000 5,000 96,000 2,000 18,000 8,000 1,000 16,000	1,50,000
									1,50,000	

Recapitulation.

S.No.	Name of Road.			Total as per column No.11
1.	Bombay Konkan Goa Road.	-	-	15,07,000
2.	Harnai Khed Road.	-	-	2,86,000
3.	Guhagar Chiplun Karad road.	-	-	3,11,000
4.	Old N.P.road near Cheplun.	-	-	16 ,000
5.	Govalkot Chiplun Road.	-	-	Nil.
6.	Deegad Nipani Road.	-	-	5,48,000
7.	Malwan kasal Road.	-	-	9.58,000
8.	Waghotan Kasarda Road.	-	-	2,62,000
9.	Talera Phonda Jamoli road.	-	-	1,39,000
10.	Akeri Kudal road.	-	-	1,80,000
11.	Akeri Hanumant road.	-	-	1,68,000
12.	Vengurla Belgaum road.	-	-	2,22,000
13.	Ajra road.	-	-	17,000
14.	Sawantwadi Aronda road.	-	-	1,15,000
15.	Sawantwadi Dedamarga road.	-	-	1,72,000
16.	Sawantwadi Burdi road.)			
17.	Sawantwadi Kolgaon road.)	-	-	1,000
18.	Ratnagiri Kolhapur etc.road.	-	-	Nil.

B.C.

B.O.

19.	Sakharpa Sangmeshwar road	2,20,000
20.	Ratnagiri Mirya road.	1,50,000
	Grand Total	52,72,000

O. C. approved by the Executive Engr.

vbs/20-2-53.

for Executive Engineer,
Ratnagiri Division.

Below letter No.GR-66, dated 8-6-1953, from the Executive Engineer, Ratnagiri Division, regarding running of heavy vehicles on P.W.D. Roads.

No.GR-66.

Office of the
Supdtg. Engineer, Southern Circle
C.V.Belgaum: 13th June 1953.

Passed on with compliments to the Chief Engineer, Public Works Department, Bombay for information, with reference to correspondence ending with this office No.GR-66, dated 16-5-1953.

MTC 1853
58901

2. The Recapitulation at the end of the statement shows all the roads on which the S.T. is plying service and hence a separate list is not enclosed.

3. Similar information in respect of Dharwar Division which only remains will be submitted on receipt from the Executive Engineer, Dharwar Division.

GDT.

Superintending Engineer, S.C.

90

1. Submitted.

2 The mallii has been spayed allowed & the closed under deputy secretary's order dated 20-6-58 on. p. 71

Keep with main papers.

Recd
25/6
53

Minute.
Supdt
Pte Cse book (Lr.)
23/6/53
Supdt 25/6/53

D
16/6

18 h. F
Stat C

27/6/16

✓ P. W. D.
File No. TIC
Serial No. 70233

S Dam 27/6

D
16-6-53

Serial No. of weak culvert as per base of Masonry structure:	Mileage of weak culvert which requires to be modified or rebuilt.	Its present size and type of construction.	Proposed modifications:	Approx cost.
1	2	3	4	5
		(1) Poona Nagar Road (mile 43/1 to m		
		-Nil		
		(2) Nagar Sangamner Road comprising N to mile 59/0)		
		-Nil.		
		(3) Nagar Manmad Road (from mile 0/0		
		-Nil.		
		(4) Nagar Dhond Road (mile 0/0 to 44.		
		-Nil.		
		(5) Nagar Walki Road -- Comprising Nag from mile 0/0 to 6/0 and Arangaon		
		-Nil.		
		(6) Nagar Karmala Road (mile 0/0 to 5		
Not reported by the D.L.B., Ahmednagar.	2/1	Arched culvert with 2 openings of 10' ~~space~~ span each with lime concrete arches.	Defects:- Lime concrete layer of the intrados is falling down. Proposals:- To dismentale lime concrete arches and provide cement concrete arches.	Rs 4,00
----do----	5/4	Slab drain with 3 openings of 3' x 3'	Defects:- Down stream side ends of abutments and down stream side sing walls are in dilapidated condition and require to be rebuilt. Water way is insufficient and requires to be increased Proposals:- To dismantle the whole drain and to provide R.C.C. slab ~~around~~ with 2 openings of 8' span.	Rs 5,000
				C.O. 9,0

Statement showing drains and culverts on certain routes load of 17500 lbs --o-- Bombay State Corporation buses.

Serial No. of weak culvert as per base of Masonry structure	Mileage of weak culvert which requires to be modified or rebuilt.	Its present size and type of construction.	Proposed modifications	Approx cost.
1	2	3	4	5
		(1) Poona Nagar Road (mile 43/1 to mi		
		-Nil		
		(2) Nagar Sangamner Road comprising Na to mile 59/0)		
		-Nil.		
		(3) Nagar Manmad Road (from mile 0/0		
		-Nil.		
		(4) Nagar Dhond Road (mile 0/0 to 44.		
		-Nil.		
		(5) Nagar Walki Road -- Comprising Nag from mile 0/0 to 6/0 and Arangaon		
		-Nil.		
		-Nil.		
		(6) Nagar Karmala Road (mile 0/0 to 5		
Not reported by the D.L.B., Ahmednagar.	2/1	Arched culvert with 2 openings of 10' ~~spaceSpan~~ each with lime concrete arches.	Defects:- Lime concrete layer of the intrados is falling down. Proposals:- To dismentale lime concrete arches and provide cement concrete arches.	Rs 4,00
----do----	5/4	Slab drain with 3 openings of 3' x 3'	Defects:- Down stream side ends of abutments and down stream side sing walls are in dilapidated condition and require to be rebuilt. Water way is insufficient and requires to be increased Proposals:- To dismantle the whole drain and to provide R.C.C. slab ~~around~~ with 2 openings of 8' ~~span~~.	Rs 5,000
			C.O.	9,00

SION.

hmednagar Division which are not considered strong enough to bear the

te	Remarks.
	6
74/4)	
r Manmad road (from mile 0/0 to 36/0) and Kolhar Ghoti Road (from	
45/0) i.e. length lying in the jurisdiction of this Division.	
)	
Dhond road alki road road (3 miles in length.	
38).	

Serial No. of weak culvert as per base of Masonry structure	Mileage of weak culvert which requires to be modified or rebuilt.	Its present size and type of construction.	Proposed modifications.	A c
1	2	3	4	
				B.O.
Not reported by the D.L.B., Ahmednagar.	5/5	1 openings of 2'x3'	Defects:- Water way insufficient . Abut-ments and wing walls are in dilapidated condition. Proposals:- To dismantle the whole drain and provide 2 rows 3' dia H.pipes.	
---do---	7/0	Slab drain with 2 openings of 3'x3½'	Defects:- Abutments are in dilapidated condition. Proposals:- to dismantle the abut-ments and to provide R.C.C. slab of 8' span.	
				Tota

(7) Nagar Parner road comprising Poona Nag and supa Parner road (about 7 miles in

-Nil.-

oximate	Remarks.
	6
,000/-	
4,000/-	
1,000/-	
17,000/-	

road (from Mile No. 53/0 to 74/0)
gth).

Executive Engineer,
Ahmednagar Division.

Letter.

No. 6411 of 1953. Deccan Irrigation Circle,
Poona 1, 22 June 1953.

To

The Chief Engineer (R.& B.),
Public Works Department, Bombay No.1.

Subject : Running of heavy vehicles on P.W.D.Roads.

Reference : Executive Engineer, Ahmednagar Dn's No. DB/Rds/6372 dt. the 8.5.1953.

The information referred to by the Executive Engineer is being sent herewith in the accompanying statement.

2. It has been given for those roads, a list of which had been supplied by State Transport authorities.

D.A.:
1 Statement.

svm 22.6
compd.by-AP.Y

Superintending Engineer, D.I.C

D.B.

Submitted

2. The mailing has been allowed & closed vide order by Secretariat order dt 20-6-53 at p. 21 —

Rec'd with thanks papers.

Return.

23/6

Rec'd 26/6/53

Rec'd 26/6/53

D 23/6 Stitt

3/7/6.

M. E. D.
File No. MTC 1853
Serial No. 72243

D 1 Dawe 24/6

23-6-53

KOLHAPUR DIVISION.

Statement showing the condition of the road surface and C.D. works and the expenditure required to strengthen it to allow a laden weight limit of 17500 lbs.

No.	Name of Road and section.	Wearing surface.			No.	Cross drainage works.					Total Col. 5x10	Remarks
		Type and present condition of the wearing surface.	Repairs or improvements required if any.	Cost of the repairs or improvements mentioned in column 4		Situation.		Whether the existing C.D. work can stand the load of 17000 lbs.	If not can it be strengthened by increasing the cushioning and for by reducting.	Cost of strengthening etc.		
2		3	4	5	6	7		8	9	10	11	12
	Poona Bangalore Rd. Miles 110/0 to 180	The water bound macadan road surface -- wears out fast on account of/recuire S.T.traffic/surface Miles 132, 133 to145 /5 and 162 to 169 are surface - dressed -- with 3/4" precoated chips and there is programme of black topping of the remaining miles.	Most of the miles have not been re surfaced -- since long. These miles recuire surface and surface-- painting -- with 3/4" thick precoated chips There is a programme of improvements of all remaining miles for -- surface -- dressing with 3/4" precoated chips within 3 -- years.	12,60,000	381	M. F. 111-3		No stone slabs cracked	R.C.C. slab and parapet wall to be raised.	2000/-	19,2 3,500	
					382	111-3		No Slab drain with slab cracked	H.P.drain to be constructed	2000/-		
					385	111-6		No -do- and D/s wall damaged.	To be widened D/s and R.C.C. slab to be provided	2000/-		
					389	113-8		No. slab drain - silled and -- damaged.	H.P. drain - proposed	2000/-		
					391	114-5		No Girder bridge-	R.C.C. deck ing.	4000/-		
					393	115-2		No. slab drain -- slab cracked low parapet.	R.C.C. slab and raising of parapets and providing coping.	1500/-		

1	2	3	4	5	6	7	8	9	10	11	12
397	116-2	No.		Abutments cracked and slabs cracked.				Rebuilding of abutments and R.C.C. slab.	1500/-		
398	116-4	No.		slab drain - slab cracked				R.C.C. salbs,	1500/-		
401	117-1	No.		in fair condition except the U/s protective wall				Raising of parapets and protective wall.	2000/-		
420	122-5	No		slab drain slabecracked				R.C.C. slab	2500/-		
421	122-8	No.		-do-				R.C.C. slab and Raising of - parapets.	2000/-		
425	123-8	No.		slab drain , abutment and return wall				Reconstruction	1500/-		
427	124-7	No.		slab drain cracked.				R.C.C. slab	1000/-		
30	142/6 & 7 - Pancha ganga bridge	No.		The limit of load is -13440 lbs.				Proposals to be strengthen a bridged are under consideration & investigation have been completed final - design also being approved by Government.	6,00,000/-		
		No.		wings fallen screwing of foundation.				To be rebuilt	20000/-		
									6,45,520		193500

CO. 12,60000

5	Jath Jath State -ion road.	7 miles are metalled - newly. Rest partly metalled and - murum	Repairing miles require resurfacing with metal.	1,25,000	-	-do-	Some C.D. works require repairs	25000/-	1,50,000/-
6	Jath Miraj a) Jath Landgewadi	7 miles from Jath and 14 miles from Landgewadi - are metalled and Remaining 7 miles to be metalled.	-do-	70,000/-	-	-do-	-do-	30000/-	1,00,000/-
	b) Miraj Pandharpur Road M. 58/5 to - 77/3	Metalled 5 miles required resurfacing.	Nil being done from S.R.	40,000/-	-	-do-			40000/-
	Miraj Pandharpu M. 47/3 to 77/3	Metalled	Nil -- Improvements being done from S.R.			Yes	Yes Few C.D. works between M. 47/3 to 60/5 require repair	50,000/-	50,000/-
			Total	16,75000/-				7,78,500/-	24,53,500/-

Executive Engineer,
Kolhapur Division.

MVD/2-7

No.GR-65

Office of the Executive Engr.
Kolhapur
Jul 1953.
3 JUL 1953.

To

The Chief Engineer,
P.W.D. (Roads & Bldgs)
Bombay 1.

Subject:- Running of heavy State Transport vehicles on P.W.D. Roads.

Reference:- Correspondance ending with Govt. Express letter No.MTC-1853 -D, of 27-4-1953.

A Statement showing the condition of the road surface and C.D. Works and the expenditure required to strengthen it to allow the heavy S.T. Vehicles is submitted herewith as per instructions issued by Superintending Engineer, Southern Circle Belgaum under his No.GR-65 of 9-4-1952.

Accompts:- one statement.

(A.S.Adke),
Executive Engineer,
Kolhapur Division.

MVD/2-7

Through the S.E.S.C. Belgaum with compliments with a copy of statement.

Below letter No.G.R.[redacted], dated 3-7-53 from [redacted]
Executive Engineer, Kolhapur Division, regarding "Running
of heavy ~~xxxxxxx~~ S.T.vehicles on Public Works Department
Roads.

=====

Office of the
Superintending Engineer, S.C.,
Belgaum: 10 JUL 1953

No.G.R.66.

Passed on, with compliments, to the Chief Engineer
Public Works Department, Bombay for information in continu
tion of this office No.G.R.66, dated 13-6-53.

2. The report from the Executive Engineer, Dharwar
Division with regard to similar information is still awaited
and will be submitted when received.

Superintending Engineer, S.C.

PDG.10/7/53.

HTC-1853/82031-

I.S.D.

Enclosed.

2. In view of the matter being allowed to be closed vide Deputy Secretary's orders dt/20-6-53 on f.73 No further action is necessary by this Office.

Hyd. 16/7.

15/7

15/7

15/7